

CHAMPAGNE  
FOR THE RACES.  
MOET & CHANDON'S  
DRI IMPERIAL, 1 Doz Quarts \$59  
1 Doz. Pints \$89  
As supplied to  
H.M. KING EDWARD VII.  
SOLE AGENTS—  
H. PRICE & CO.,  
12, Queen's Road.

# Hongkong Daily Press

ESTABLISHED 1857.

NO. 14008 號標零肆萬零第 日英年月正月拾柒號 HONGKONG. SATURDAY, FEBRUARY 14TH 1903 陸英標 號肆十月年春零九百九壹英標 PRICE, \$3 PER MONTH

## RAINIER BEER

"THE FINEST BEER BREWED  
IN AMERICA."

## FOR THE RACES

A. S. WATSON & CO.  
LIMITED,  
WINE AND SPIRIT MERCHANTS.  
ESTABLISHED 1841  
SOLE IMPORTERS. [a134]

CUTLER, PALMER  
& CO.'S  
"SPECIAL BLEND" WHISKY

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSSEN & CO., Hongkong. [a16]

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

### TIME-TABLE.

WEEDAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
NIGHT CARS on Week Days

SATURDAYS.  
Extra cars at 11 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the  
Company's Office, 38 & 40, Queen's Road Central.  
JOHN EMPIREYS & SON,  
Genl Managers.  
Hongkong, 1st Oct., 1902. [a202]

## VICORIA CYCLE

EMPIREUM.  
THE pleasure of riding consists in laying  
a first-class machine, and the above  
Establishment is all leading in this respect.  
We are Agents for the famous NEW  
HOWE and MOPOLE CYCLES,  
and we also supply Bikes of every description.  
Bicycles can be had Second-hand Machines,  
and pairs executed wire-matted, and skill.  
Enamelling a Specialty.

KIRK & CO.,  
43 & 44, Queen's Road East.  
Hongkong, 4th A. 1901. [a2584]

MACLAURE'S IMPERIAL  
CANADIAN CHEESE,  
IN JARS (MEDIUM and SMALL).

Wholesale & Retail from  
LANE, CRAWFORD & CO.,  
LE AGENTS.  
Hongkong, 22nd October, 1902. [a290]

GREEN ISLAND ESTATE COMPANY.

PORTLAND CEMENT.  
In Casks of 375 lbs. \$6 per Cask ex Factory.  
In Bags of 250 lbs. \$3.75 per bag ex Factory.  
SHAW, TOME & CO.,  
General Managers.  
Hongkong, 3rd October, 1902. [a3281]

WINCHESTER CARABINES.

12 SHOT REPING. CALIBRE 44.  
Excellent arm travellers in the interior  
of China as well as on Coast Steamers.  
ALSO CAETREES IN STOCK.

LUTGENS, STIMMANN & CO.,  
14, DEUX ROAD. [a2746]

DAVID C. S. & SON  
MERCHANDISE  
NAVY BOD  
LONG BL  
RELLIANGCROWN  
TARPAIL  
ARNHOEKABERG & CO.  
sole Agents. [a53]

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.  
"A SOLDIER'S LOVE STORY": A  
ROMANCE OF HONGKONG; AND "SELF  
SACRIFICE" BY GILES WHATELEY  
(MRS. R. F. JOHNSON). Price \$1.00.  
BRITISH JOURNAL PHOTOGRAPHY  
ALMANAC 1903. Price 40 cents.

### NEW BOOKS AND NEW EDITIONS.

Cloves' New Naval Pocket-Book ... \$4.25  
Infantry Training 1902 ... 0.90  
Cassell's Nations' Pictures; Parts 1 to 31  
ready ... 0.95  
Cassell's Boer War; Complete Edition ... 6.50  
Just So Stories, by Rudyard Kipling ... 5.00  
Book of the Dog, by Mayhew ... 4.25  
The Tales of a Field Hospital, by Sir  
F. Treves ... 3.00  
Story of the Heavens, by Ball ... 9.00  
The Art of Success, by T. S. Knowlson ... 2.10  
Chambers' Large Size English Dictionary ... 10.50  
Cantonese Apothegms, by Rev. Stevens ... 0.90  
Brown's Nautical Almanack ... 0.90  
The Glittering Road, by Mackenzie ... 1.75

PING PONG BALLS.

BOY'S OWN ANNUAL, GIRL'S OWN ANNUAL,  
YOUNG ENGLAND VOLUME, LITTLE FOLKS, &c., &c.

ENGLISH AND EGYPTIAN CIGARETTES.

PLAYING CARDS. CARD SETS.  
CROQUET. IADIMINTON.  
TENNIS. CRICKET, &c. [a33]

## THE CHOICEST AND BEST VARIETIES OF CONFECTIONERY

FROM PARIS, LONDON, BOSTON, NEW YORK.

G. GIRAULT,

6, QUEEN'S ROAD. [a40]

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.  
SIEMSSEN & CO.  
SOLE AGENTS.

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPEES TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, \$25 PER DOZ.  
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Lees old than the above.

IMPERIAL BRANDY \$12.50 PER CASE.

THE ELITE OF WHISKY—  
THE "PALL MALL," \$22 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL BLEND WHISKY, \$11.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSSEN & CO., HONGKONG. [a45]

## LANE, CRAWFORD & CO.

NEW STOCK OF ENGLISH SADDLERY.

PIGSKIN SADDLES FROM 6 to 12 LBS.

RACING SADDLES 3½ LBS. POLO SADDLES 7 LBS.

NUMNAHS AND WEIGHT CLOTHS.

BRIDLES. GIRTHS. SPURS. BITS.

STIRRUP IRONS AND LEATHERS.

RIDING WHIPS; &c.

LANE, CRAWFORD & CO. [a34]

## CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

ESTD. 1864.

ALE AND STOUT IMPORTERS.

TEMPORARY OFFICES: 16, QUEEN'S ROAD

(AT THE FOOT OF ZETLAND STREET).

Hongkong, 13th February, 1903. [a35]

## VICTORIA LITHOGRAPHIC PRESS.

3, DUDDELL STREET.

LITHOGRAPHIC AND MUSIC PRINTERS, PAPER AGENTS, &c.

EACH DEPARTMENT UNDER TRAINED EUROPEAN SUPERVISION. LATEST

MACHINERY FOR PRODUCING FIRST-CLASS WORK.

AGENTS FOR—MESSRS. PARSONS BROS., PAPER MERCHANTS, LONDON, NEW YORK, AND SYDNEY

Leading lines kept in stock [a100]

## NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY!

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

HONGKONG ELECTRIC CO. OR SIEMSSEN & CO. [a76]

## "KEEP PACE WITH THE TIMES"

BY DRINKING THE WHISKY OF TO-DAY.

## "SCOTLAND'S BEST."

## WATKINS, LD., HONGKONG.

## PHOTO-PLATES, PAPERS

## AND CHEMICALS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG. [a38]

## COTAM & CO.

GENTLEMEN'S COMPLETE OUTFITTER,

DENT'S WALKING AND DRIVING GLOVES,

DRESSING GOWNS, TRAVELLING RUGS,

WARM AND RCLOTHING, &c., &c.

36

## THE CHINA LIGHT & POWER CO., LD.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND

KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS AND

NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to THE MANAGER OF WORKS AT HUNGKOMH;

SHEWAN, TOME & CO., General Managers.

## HOTELS

## THE QUEEN'S HOTEL, ELGIN ROAD, KOWLOON.

Three minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria.

A First-class Hotel with thirty-five very

Bedrooms. Board and Residence:—

By the day, \$8 to \$7.00.

month, \$90 to \$120.00.

for Married Couple, \$180.00.

Everything of the Best.

Dinner Parties by Special Arrangement.

Billiards (Thirteen Match Table).

Most perfect culinary arrangements.

Food both in European and Eastern styles.

Segundo Habano, Cheroots, &c., &c., &c.,

of the well-known factories La Commercial, La Favorita, La Constancia, La Competidora, Gadiana, La Giraldia, &c., &c.

Three minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria.

A First-class Hotel with thirty-five very

Bedrooms. Board and Residence:—

By the day, \$8 to \$7.00.

month, \$90 to \$120.00.

for Married Couple, \$180.00.

Everything of the Best.

Dinner Parties by Special Arrangement.

Billiards (Thirteen Match Table).

Most perfect culinary arrangements.

Food both in European and Eastern styles.

Segundo Habano, Cheroots, &c., &c., &c.,

of the well-known factories La Commercial, La Favorita, La Constancia, La Competidora, Gadiana, La Giraldia, &c., &c.

Three minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria.

A First-class Hotel with thirty-five very

Bedrooms. Board and Residence:—

By the day, \$8 to \$7.00.

month,

## ADVERTISEMENT

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS

FOR THE RACES.

CHAMPAGNE.

JULES MUMM & CO.  
As supplied to Royal and Imperial  
Houses of Europe.

WHISKY.

WATSON'S CELEBRATED  
E BLEND  
VERY OLD LIQUEUR  
SCOTCH WHISKY.

BRANDY.

PURE COGNAC of the finest quality.

SHERRY, PORT, CLARET.

Choice Wines of superior quality,  
specially selected.

BURGUNDY.

Sparkling and still.

AUSTRALIAN CLARETS AND  
HOCKS.AERATED WATERS.  
Absolute purity guaranteed.CIGARS, CIGARETTES,  
CONFECTIONERY.  
&c., &c., &c.A. S. WATSON & CO.  
LIMITED,

THE HONGKONG DISPENSARY.

authorities, the work began was suspended, just enough having been done to draw the attention of the Russian garrison at Port Arthur to the capabilities of the port, and its suitability for checking any hostile movements in the Gulf of Pechili. As a harbour, in its present condition Weihsien is by no means perfect. The wide and not easily defended eastern entrance is an acknowledged source of danger, but the scheme submitted by the naval authorities consulted efficiently provided for this, as well as for rendering the harbour at all times and in all places perfectly safe for the smaller craft attached to the Fleet, while effectively guarding the position against any sudden or unforeseen attack, and thus enabling the full force of the Fleet to be made use of in active offensive operations elsewhere. The most useless and unsatisfactory rôle in which a British Fleet could be employed is that of merely defending positions; yet in face of the fact that the Russian fortress of Port Arthur is but seven steaming hours distant from Weihsien, this is the uncongenial task imposed upon the Fleet by the absolutely unprotected condition of the shore defences at the port.

The divergence of opinion shown with regard to the nature of the defence required is a crucial instance of the want of sympathy prevailing between the two great branches of the Services, the Army and Navy, the former holding that the shore defences required do not ordinarily extend beyond the capacity required for protecting the position from an attack by sea, the Navy itself being able to prevent the landing of a land force sufficiently powerful to undertake with any prospect of success a regular siege; while the engineer authorities consulted, with the professional predilections of their class, have been looking more to the ability of the port to undergo a regular siege from forces landed in numbers, during the absence or enforced inaction of the Fleet. The latter is an alternative that hardly forces itself on an unprejudiced mind. Were our fleet to be so hopelessly overmatched as to render it incapable of holding the sea, it is not easy to see any further advantage in keeping so remote a post as Weihsien. We have no possessions in North China to protect for their own sake; and without a Fleet to co-operate, the locking up of an Army, which the R.E. scheme would entail, would be little better than suicidal, and certainly utterly useless. The whole question of Weihsien resolves itself into the old question of Army against Navy; hitherto England has been content to base her predominance on the invincibility of her Navy, and as long as "Britain rules the waves" the position was an irrefutable one. Other Powers have of late been challenging Great Britain's naval supremacy, and as long as this position continues it has been found necessary to strengthen the Army, lest the country should find itself at some unexpected moment taken unawares. One thing is, however, certain, and that is that with her sole dependence on her Army it would be manifestly impossible for Great Britain to maintain her enormous interests in any quarter of the globe. The Navy, and not the Army, is in truth the source of England's power and influence; and once the Navy lost its paramount strength no Army that she could put into the field would ever be able to reinstate her in her former position. This is even more the case in the Far East than elsewhere; and it may be safely said that any attempt to hold Weihsien as a mere military position would result in disaster. This is, however, the view being urged upon the Government by its military, as opposed to its naval, advisers; and meanwhile a very considerable proportion of the China Fleet is being rendered useless for Imperial interests by the necessity of detaining the ships to protect the land defences of Weihsien.

A meeting of the Legislative Council is down for Monday next at 3 p.m.

The British sloop *Mutine* left yesterday for Singapore, and the German gunboat *Tiger* returned from firing practice.

Owing to the meeting of the Chamber of Commerce on the currency having been fixed for Wednesday next, the sale of horses advertised by Messrs. Hughes and Hough will take place on Tuesday.

The Rev. Dr. Pentecost is to lecture in the City Hall on Monday evening at 9.15 on "The Orient, the Anglo-Saxon, and Christianity." The Hon. F. H. May will take the chair, and the public are invited to attend. To-morrow morning Dr. Pentecost will occupy the pulpit at the Union Church.

By kind permission of Major Radcliffe and Officers, the band of the 33rd Burma Infantry will play at the Hongkong Hotel to-night from 8 to 9.30. Programme:—  
March..... "Second to None"..... Huene  
Overture..... "Neil Gwynn"..... German Selection..... "A Banaway Girl"..... Caryl  
Pantphras..... "Lorley"..... Novyndhu  
Selection..... "Mercie England"..... German  
Waltz..... "Zumora"..... Godfrey  
Extra:.....  
Glee..... "The Ballad of the Weaver"..... Halton  
"God Save the King."

The French mail of the 12th ult. was delivered in London on the 12th inst.

Messrs. Butterfield and Swire were to take over the Chefoo agency of the Hongkong and Shanghai Bank from the beginning of this month.

Before Lieutenant Pezaro, who has been engaged at Southampton on the transport service, left for Hongkong, where he arrived yesterday by the *Bengal* to be chief in charge of supplies and barracks, he was presented with a purse of gold by the friends he made during his service on Colonel Stacpoole's staff at Southampton.

The local mandarins, says the *N.C. Daily News*, have received news from Peking to the following effect:—The Grand Council has received a telegram from a manning, Kwangtung province, stating that, despairing of suppressing the rebellion in that province and fearful of receiving the severe censure of the Throne for his unsuccess, Marshal Su, Provincial Commander-in-Chief of Kwangtung, is reported to have committed suicide in his camp. It appeared also that a large body of his own personal troops have also gone over to the rebels; hence his despair.

According to a Calcutta telegram, Mr. Bain, a Cachar tea-planter, has been committed for trial by the Deputy Commissioner on a charge of culpable homicide for causing the death of a coolie on the 3rd December. It is alleged that the deceased absconded, and on being re-taken was, by Mr. Bain's order, bound to a post and beaten with a stirrup leather. The deceased dropped dead. A post-mortem on the following day attributed death to pleurisy. On a complaint a police enquiry was held, and the body was exhumed, and the Civil Surgeon held another post-mortem. He found marks of beating and attributed death to shock. Mr. Bain, who was committed to the custody of the Sessions Judge, moved for bail. Meanwhile he was kept in a Silchar hotel, guarded by the Police.

In the estimates of the receipts and expenditure of the German Foreign Office for the financial year 1903 under the heading of "Embassies and Consulates" appears a sum of 36,300 marks (£1,815) for the transformation of the Consulate in Corea into a Legation. Corea is already represented in Germany by a Minister, and it therefore appears desirable that Germany should have diplomatic representation in Corea. Considerations of commercial policy point to the same conclusion. Among other details which have been published, the accounts of the China expedition put the amount of indemnity to be received by Germany from China during the financial year 1903, which begins on April 1, as £15,338 marks (roughly £570,000), together with arrears of interest to the amount of £84,436 marks (roughly £10,700), to be paid in monthly instalments.

The *N.C. Daily News* says in a leading article on the 7th ult.—In the Protocol of 1901, the Russian claim amounted to over 133,000,000 taels, or a little over one-third of the whole indemnity called for. Now it may well occur to the minds of all who ponder the indemnity question, why should not Russia forego a part, or even the whole, of her claim for money compensation, in lieu of the valuable possession she is acquiring in the ancestral home of the Mandchu Rulers of China? In case the "lion" is not sufficient, because Mandchu officials are still retained in Manchuria and the Russian Protectorate has not yet been openly declared, a revision might easily be made. . . . It would be entirely suitable for Russia to come forward to ease China's burdens, owing to special privileges granted to her in acquiring the three provinces beyond the Great Wall in Manchuria.

It appears from American papers (which do their best to keep the Straits fresh in the minds of the public) that "Putnam Bradley Strong and his wife, formerly May Yohé, and the latter's mother sailed away quietly on Jan. 6th from New York on the *Kaiser Wilhelm der Grosse* for Europe. Ultimately they will go to China and settle. The three were accompanied by a Japanese maid, Mrs. Strong's Japanese poodle, a parrot and several other household pets. They sailed under an assumed name, and at the time the steamer left her dock it was not known among the other passengers that they were aboard. It is understood that they will stay for a short time in Paris, after that travelling toward the East and visiting Australia and Japan. In China Captain Strong has business interests, and he will invest the money recently received by May Yohé from her former husband, Lord Francis Hope."

A most disquieting event, and one which attracts much attention in Holland, is the enormous increase of the Javanese population, which has now reached the figures of 28,000,000, being for the same surface about 25 per cent. more than that of the mother-country. In many circles this great increase is considered as the cause of the economical decay in some districts of Java. This is partly confirmed, but on the other hand the means of production have not been developed in proportion. However, in recent years more attention has been given to this by the abolition of the farming system to check the depredation of the foreign Orientals, and further progress has been made by the projects undertaken for the establishment of agricultural credit-banks and by the practical instruction of agriculture, industry and cattle breeding. Irrigation has not been extended in proportion to the increase of the population, and much more is to be done in this direction. In the last few years the question of emigration to the other possessions or less populated districts in Java has also been considered more earnestly, and it is in the introduction on the most extensive scale of all these means that an improvement of the condition must be found.

Sir Ernest Satow, H.B.M.'s Minister at Peking, arrived in London on the night of the 15th ult. from China, on leave.

The Rev. H. de Courcy Blakeney, Acting Chaplain to the Forces in South Africa, has been appointed English Chaplain at Bangkok.

From Seoul it is reported, on what appears to be good authority, that a contract has been concluded with a French manufacturer to import 10,000 rifles into Corea.

Violent dissensions are reported from North Corea between Romanist and other Christian converts. In fact, the case seems to be much the same as in part of China.

It was announced on the 13th ult. (Russian New Year's day), that passengers could now go to Szechuan through tickets from London to Port Arthur by way of the Siberian Railway.

H.R.H. the Crown Prince of Siam returned to Bangkok on the 19th ult. and received a great ovation. An address from the foreign representatives was presented to him next day.

Another European death from cholera is reported from Siam. Mr. M. Wegener, who has for some years been on the staff of the R.R.D. as bridge-builder, having succumbed to an attack of the disease.

In the Russian Budget statement prepared by M. Witte we note that the expenses of the Ministry of War in the Kwantung peninsula are estimated to decrease from 7,085,539 roubles to 5,835,021 roubles.

Three Japanese who were recently arrested in Tokyo on a charge of having forged Russian currency notes, were acquitted, on the ground that no provision of the Criminal Code was applicable to the charges!

Messrs. Carlowitz & Co. celebrated their taking over the business of Messrs. A. J. McGlew & Co. at Kobe and the establishment of a Japan branch by an entertainment at a famous Kobe tea-house.

As already intimated, the French squadron in the Far East is to be augmented by the armoured cruiser *Montcalm*, which was to leave Toulon on the 10th ult., and by the protected cruiser *Jurien de la Gravette*, which will follow as soon as she has completed her trials.

A Department of Practical Chinese has been established by the London University at South Kensington, with a City branch at Birkbeck Bank Chambers, Chancery Lane, under the direction of Mr. George Brown, late H. M. Consul, Kinkiang, with native assistants from Nanking University.

A marriage will shortly take place between Mr. L. A. M. Johnston, Postmaster-General at Hongkong, eldest son of the late Mr. William Johnston, M.P., of Ballykilbeg, and Emily Sophia, youngest daughter of the late Rev. Thomas J. Jones, formerly rector of Tullamiskin, County Tyrone, and Mrs. Jones, King's Castle, Ardagh.

The London *Gazette* notifies the appointment of Captain Sir J. Kenne, Bart., R.A., to be Aide-de-Camp to Sir H. A. Blake, G.C.M.G., Governor and Commander-in-Chief of Hongkong and its Dependencies. It is also announced in the *Gazette* that the King has been pleased to approve of the appointment of Mr. Charles Stewart Sharp to be an unofficial member of the Executive Council of Hongkong.

The population of Christmas Island at the end of last year was about 900. There were 117 deaths during the year, corresponding to an annual death-rate of 128.35 per 1,000. Ninety-two deaths were certified as due to beriberi. These figures show a marked improvement on those for 1901, but are still very high. Beriberi has continued throughout the year. There was a slight epidemic in January and February with 17 deaths, and a severe one in August, September and October with 56 deaths.

The death is reported of Admiral E. C. Tennyson d'Eyncourt, C.B., on the 14th ult., after only one day's illness, the result of a chill. He was born in 1815, and was the second son of the Right Hon. Charles Tennyson d'Eyncourt, of Baynes Manor, County Lincoln, by marriage with Frances Mary, only child of the Rev. John Hatton, of Norton Hall, Lincoln. He entered the Royal Navy in 1826, served in China in 1849 and 1851, and served as Lieutenant of the *Royal Arthur*, a first-class cruiser, built as long ago as 1891, and which has only a speed of eighteen knots. This vessel carries one nine-inch gun, and beyond this, the largest weapon in the squadron is only a six-inch gun. Under these circumstances the squadron cannot be thoroughly overhauled, strengthened, and generally brought up-to-date too quickly.

The *Pei Yang Kuan Pao* relates some trouble which occurred about the middle of the 11th Moon at Shui Hua-hsien, where a Chinese Roman Catholic priest had been using force to make the neighbouring villages Christians, and created great trouble in the districts. A foreign priest investigated the case, and the Chinese magistrate and entirely upheld his decision against the native preacher, and the magistrate personally went through the disturbed districts and found 27 families in one, 25 in another village and so on, who all said they had been forced to nominally adopt Christianity, but were not really Christians. The Tao-tai of Koupei has now issued a notification that "1.—No priest or preacher is to force the people to adopt Christianity. 2.—Roman Catholic converts are not allowed to carry arms, as none of the people are allowed by law to carry any. 3.—The Christians must not force the people to sell them trees or supplies." The story, for which we are indebted to the *P. & T. Times*, is a curious one, but significant.

An enterprising Chinese has set up some baths in his own national style at Jalan Tras, Johore.

The small-pox scare still continues at Tientsin, the local doctors being very busy, but H.B.M. Consul-General, it is welcome to hear, has been out of danger for some time.

The following appears in the *Japan Gazette* of the 2nd instant:—From date, Mr. T. Cowen, a journalist well-known in Japan and the Far East, joins forces with the editorial staff of this paper.

The Paris *Figaro* announces that the French Asiatic Committee is considering the establishment of a Franco-Chinese school in the capital of Szechuan, where it would prepare the way for the spread of French economic energy.

Dr. Michaux, surgeon of the ss. *Loco*, died at sea between Singapore and Colombo, where he was buried. The deceased suffered from sciatica for which he used an injection of morphine. By mistake he injected atropine, which caused his death.

*L'Opinion* of Saigon has two articles on the decline of the Messageries Maritimes, which it attributes mainly to two causes, the cost involved by carrying mails, and the lack of cargo business of the company, and expresses the hope that the action of the directors in adding 15,000,000 francs to the capital for the purpose of cargo will bring prosperity again to the Company.

Missionary letters arriving from Shensi, says the *Shanghai Times*, indicate that General Tung Fu-hsing is practically immune from official interference in that province, and has been able to retain a military following so strong that the provincial authorities do not dare to molest him. The reports say that when the commander-in-chief of the province received orders to arrest Tung Fu-hsing he hit upon the device of inviting him to a feast at which the arrest was to occur. Tung attended the feast, but took with him a large bodyguard.

A good deal of dissatisfaction exists at the present moment among the Post Office staff, which perhaps accounts for the invariable delays now in the delivery of mails. The reason is said to be the withdrawal of the former allowances made to the staff for each contract mail dealt with; this took place at the beginning of the present year. We hear of several impending resignations of the old hands. It is unnecessary to point out that the constant changes of staff have a prejudicial effect on the work of the Department, and that the public has to suffer.

A marriage will shortly take place between Mr. L. A. M. Johnston, Postmaster-General at Hongkong, eldest son of the late Mr. William Johnston, M.P., of Ballykilbeg, and Emily Sophia, youngest daughter of the late Rev. Thomas J. Jones, formerly rector of Tullamiskin, County Tyrone, and Mrs. Jones, King's Castle, Ardagh. The *L. & C. Express* writes:—We believe that the British Government has been very insistent in the matter of the proposed Russian Customs stations in Manchuria, Russia, as far as we are able to ascertain, has been equally insistent as regards Dalny, where she apparently intends to have her own station, though she would appear to be weakening in the matter of the other proposed stations. This may be due, as a Peking wire alleges, to the refusal of the Chinese Customs Department to give assistance, and the inability of the Russians to attract Sir Robert Hart's men to their service.

The programme to be observed in connection with the running of the Russian Volunteer Fleet-cruisers between Odessa and the Far East shows that the *Vladivostok* starts from each end three times; that the *Kostroma* and *Voronezh* starts three times from Odessa and twice from Vladivostok, *Nijin Novgorod* three times from Vladivostok and twice from Odessa, and all the others (*Kiev*, *Kazan*, *Yaroslavl*, *Tambov* and *Ekaterinodar*) twice from each port. The *Nijin Novgorod* does not take cabin passengers. The ports of call are Constantinople, Port Said, Suez, Colombo, Singapore, and Nagasaki, in addition to Port Arthur and Sakhalin, and the two termini.

It is good news, writes a home paper, to hear that the Australian Squadron is to be immediately strengthened, as for some time past it has been in a very unsatisfactory condition. At the present time the newly-appointed Commander of the Squadron, Admiral Fanshawe, finds himself without a single battleship on which to hoist his flag. The most powerful vessel in the squadron, at the present time, is the *Royal Arthur*, a first-class cruiser, built as long ago as 1891, and which has only a speed of eighteen knots. This vessel carries one nine-inch gun, and beyond this, the largest weapon in the squadron is only a six-inch gun. Under these circumstances the squadron cannot be thoroughly overhauled, strengthened, and generally brought up-to-date too quickly.

The *Pei Yang Kuan Pao* relates some trouble which occurred about the middle of the 11th Moon at Shui Hua-hsien, where a Chinese Roman Catholic priest had been using force to make the neighbouring villages Christians, and created great trouble in the districts. A foreign priest investigated the case, and the Chinese magistrate and entirely upheld his decision against the native preacher, and the magistrate personally went through the disturbed districts and found 27 families in one, 25 in another village and so on, who all said they had been forced to nominally adopt Christianity, but were not really Christians. The Tao-tai of Koupei has now issued a notification that "1.—No priest or preacher is to force the people to adopt Christianity. 2.—Roman Catholic converts are not allowed to carry arms, as none of the people are allowed by law to carry any. 3.—The Christians must not force the people to sell them trees or supplies." The story, for which we are indebted to the *P. & T. Times*, is a curious one, but significant.

The A.O.C. have signed to the R.E. owing to the illness of several members of the team. These teams draw lots in the first round. The R.E. now meet the B. Co., Sherwood Foresters, in the second.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 12th February, 7.40 p.m.

## THE ANGLO-JAPANESE ALLIANCE.

Baron Hayashi's cordial reply to the toast of the diplomatic body at the Carlton Club dinner yesterday evening has given great satisfaction. The Japanese Minister referred to the anniversary of the founding

## HONGKONG JOCKEY CLUB RACE MEETING.

## OFF DAY.

To-day's programme is as follows:—

**THE COSMOPOLITAN STAKES**; a sweepstakes of \$10 each with \$400 added; second to receive \$150; and third \$50; for all wagers entered at and which have run at this Meeting; weight for inches per scale; winners of any race except the Encouragement, Racing or Phaethon Stakes 10 lbs extra; winners of Encouragement, Racing or Phaethon Stakes 5 lbs extra; penalties accumulative. Hongkong wagers allowed 8 lbs. Hongkong wagers which have never won a race at time of starting allowed 5 lbs; winners of the Hongkong Derby and/or Wager Champion Stakes barred. From the two-mile post once round and in. The "King" Cup: presented; for all beaten China ponies; weight for inches; old ponies to carry 7 lbs. extra; subscription griffins allowed 3 lbs; unplaced ponies allowed 5 lbs; entrance \$10, to go to second pony. Three quarters of a mile.

The "CHESSAI" Cup: value \$250, presented; for all beaten waler griffins; weight for inches per scale; placed ponies to carry 5 lbs.; unplaced ponies allowed 5 lbs; entrance \$10, to go to second pony. Five furlongs.

The LUCKY Cup: presented; steeplechase for all wagers; weight 11st; winners of previous jump races 10 lbs extra; horses over 14.3 to carry 2 lbs per quarter of an inch extra; cup to go to rider: twice round and in from Grand Stand entrance \$10, to go to second pony.

The BRILLIANT Cup: for all beaten waler griffins at this Meeting; weight for inches as per scale; a pony that has run second in any race to carry 5 lbs extra; third in any race 3 lbs extra; unplaced ponies allowed 5 lbs; entrance \$10, to go to second pony. Once round.

The VISITORS' Cup: value \$300, presented; for China ponies that have run at the Meeting and not won a race; weight for inches as per scale; old ponies to carry 7 lbs extra; subscription griffins allowed 3 lbs; unplaced ponies allowed 5 lbs; entrance \$10, to go to second pony. One mile.

The MORRISON HILL Cup: presented and a pair of gold sleeve links to go to rider of the winner. For all beaten wagers; entrance \$10, to go to second pony. One mile.

## MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 11th February.

## CURRENT EVENTS.

After the excitement of the Chinese New Year's season, which is the liveliest time of the year in Macao, we have settled down to quiet times than ever; and although the steamboat service has been so far improved that there are now four fast boats playing between Macao and Hongkong, we have not observed any increase in the number of visitors; indeed it is unlikely that a demand can be created for so large a service. No doubt the Hongkong races attract visitors from this port; for, in fact, there is no surplus capital here desirous of being attracted by the excitements of the week in Hongkong. However, it must be said that there are faint signs of fresh life here: there is certainly more demand for land round Macao than in recent times, and a considerable amount of building is in progress; moreover, the plans for the coming brewery are arranged, and a site has been secured to the east of the town beneath the Quia Hill. It may confidently be expected that the stimulating effects of a good brew of local beer, at moderate price, will give a new lease of life to the waning energies of the citizens of Macao; it ought certainly to provide a welcome addition to the wine-list of the garrison.

Among impending departures for the summer may be mentioned that of Dr. Lello, the Colonial Secretary, formerly Acting Governor, who goes away on the 16th inst., upon a six months' leave. The Bishop is expected to arrive in a few weeks.

## THE "ZAIKE."

It has happily transpired that the misfortunes of the gunboat *Zaike* were not nearly so serious as was supposed from the first message, and she was ultimately able to proceed from Ponung to her destination in Goo: her sister ship, the *Din*, is at present the only gunboat in the harbour.

## CHURCH SERVICES.

## S. JOHN'S CATHEDRAL.

Sexagesima Sunday, 15th February.

Matins (11 a.m.).

Responses, Tolls; Venite, Stainer; Psalms, Cooke, Woodward and Dupre; Te Deum, Lawes, Cooke and Hopkins; Benedicte, Dr. Camidge in E (12th M.); Hymns, 283 and 290; Kyrie, Garrett in D flat; Offertory Hymn, 172; Evensong (5.45 p.m.).

Responses, Tolls; Psalms, Oakley; Magnificat, Haws in E (13th E.); Nunc Dimittis, Foster in E (5th M.); Hymns, 193, 286 and 186; Vesper Hymn, Steane.

## S. PETER'S CHURCH.

(Corner of Des Vaux Road West and Western Street.)

Matins (11 a.m.).

Hymns, 552, 487, 13, and 551; Holy Communion—12.20.

Evensong (6.30 p.m.).

Hymns, 545, 518, 14, and 547. The Mission launch *Dayspring* will visit the ships between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier at 10.30 and 6) to bring friends ashore to the services; returning afterwards. The "Answering Penitent" is the call flag. All the sittings are free and unappropriated. Strangers welcome.

## GOSPEL HALL.

6, Arsenal Street, Top Floor, off Queen's Road. Meetings are held as follows:—Sunday, 2, 4, 11 a.m.; Gospel Address, 6 p.m. Tuesday—Soldiers and Sailors' Bible Class. Thursday—General Bible Class, 6 p.m. Saturday—Prayer Meeting, 6 p.m.

## SUPREME COURT.

Friday, 13th February.

## IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND COMR. EDWARD B. KIDDLE, H.M.S. "ALBION" (ASSES. OR.).

CHU LEUNG v. S.S. "HOHO".

His Lordship delivered judgment in the case in which Chu Leung, alias Au Kwing, the Chu Sing Un, sued the ss. *HoHo* for damages in respect of the collision which occurred between the *HoHo* and the stern-wheel paddle junk *Wo Li* on 7th March, 1902, in the Canton River, on which occasion about 50 persons were drowned.

Mr. E. H. Sharp, K.C. (instructed by Mr. Piget Hett of Messrs. Mousley and Bruton, solicitors), was counsel for the plaintiff; and Mr. W. Shude, barrister-at-law (instructed by Mr. C. E. H. Beavis of Messrs. Wilkinson and Grist, solicitors) was for the defendant.

His Lordship in delivering judgment said:—This case was heard on the 5th, 6th and 7th of February 1903. On the morning of the 7th March, 1902, about 5.20 or 5.25 a.m., a collision occurred near the western extremity of Sepoy Island in the Tai Mei branch of the Canton River, between the stern-wheel paddle junk *Wo Li* and the steamer *HoHo*. At the time of the collision the junk had a cargo on board worth, according to the plaintiff, some \$16,000 of \$7,000 and a large number of passengers. The collision does not appear to have been a violent one, but it caused the junk to go over right on to the side with the sail in the water, and, although the *HoHo*, after the collision, stayed and rescued many of the passengers, unfortunately many lives were lost as well as the cargo and the junk. Much of the loss of life is owing to the fact that many Chinese passengers were locked up in the cabin as a precaution against piracy. In these circumstances the plaintiff for damages, alleging the collision to have been caused solely by the negligence of those navigating the steamer. It appears that the junk was prepared by three rows of coolies who facing the stern held on to bars and caused the paddles to revolve by stepping on treads connected with machinery moving the wheel. The junk, which lay between Shunam and Canton, had left Shunam the previous day, and soon after 5 a.m. or the morning of the 7th March, 1902, passed the Tai Mei light, taking a course between the light and the land having the right on the starboard side. Then after rounding the point of land she proceeded in a direction somewhat north of north-west, having Sepoy Island on the starboard side and making towards the northern bank of the Tai Mei branch of the river, which leads to Canton. The *HoHo*, a steamer of some 600 tons of which George Augustus Paxton was the master, left Hongkong for Canton on 6th March. About 11.15 p.m. she anchored off Taipo, leaving again about 3.30 a.m. on the 7th. After passing the *HoHo* barrier she slowed her engines to full-speed. The tide was running down about two knots an hour or a little more, and after slowing down she was going somewhere about four knots an hour over the ground. She also passed the Tai Mei light but on her outside, that is to say, having the light on her port side, and then headed in what may roughly be called a north-westerly direction to pass Sepoy Island on her way to Canton. It is obvious that the course taken by the junk and the steamer would bring them close together. The junk was making about two knots an hour over the ground and the steamer was going about twice as fast, or a trifle more. There was very little wind, and the junk was seen to have been north-east, and the junk's sail was not of much use in accelerating its progress, though it was fully up. There was some conflict of evidence as to whether dawn had begun. It is clear, however, from the evidence put in from the Hongkong Observatory that the sun rose on the morning of 7th March, 1902, at 6.17, and after carefully considering the evidence I find as a fact that the collision occurred not later than 5.25 and that it was quite dark at the time. It was alleged on the part of the junk that she had a round lantern at the masthead, similar to the one produced in Court, and that this was roughly called a north-westerly light at the time in question, but the pilot saw the lanterns hanging up to light the coolies who worked the treads, although navigation lights were yet so suspended under the open arched roof covering the coolies. It is the steerer of the steamer (who stood on a small raised deck near the stern) on to act as stern lights. It was also alleged that up to, and at the time of, the collision the masthead lantern and the other two mentioned were alight. In view, however, of the evidence of Paxton (the master), Ho Po (the pilot), Chan Kiu (the look-out man) and Lai Ah-tung (the man at the wheel), in board the steamship, I am of opinion that there was no proper masthead light at the time in question, and I am further of opinion that the lanterns and lighted the coolies at work were not of any material use in navigation lights. I hold therefore that, as regards lights, the absence of such proper lights as any reasonably careful mast-head master should have exhibited materially contributed to the collision. After considering the evidence given on both sides it seems clear that the steamer had her regulation lights and was seen by the junk people at least a mile away. The evidence for the plaintiff was that the steamer's red, green and white lights were clearly seen, and were seen all the time, and come nearer and nearer. In the circumstances it seems strange that the junk people did not show a light or a flare-up light. Possibly it may not be the custom to do so on the Canton River but here, as I have found to be the case here, a junk is quite insufficiently lighted, so that it is difficult to see it in the dark till one is very near common sense would suggest the propriety of attracting the attention of an overtaking steamer whose lights continued to be visible from the junk till the collision. It is neglecting reasonable precautions to wait till the steamer is close up and then to merely shout out. In this case, however, it seems the shouts were not heard. It is to be regretted that the steamer of the junk was drowned, so that his evidence is not available. I pass now to the action of the steamer. In the defendant's preliminary act it is stated that the junk was first seen from the *HoHo* when it was about 200 feet away, on the port bow. It appears that after passing the *HoHo* master, left the bridge, which was about 10 or 25 feet from the bow, leaving the chief officer, Duncan Bowie, there in charge, with the pilot Ho Wo, who had known the river for over six years. Lai Ah-tung was at the wheel and Chan Kiu was look-out man. All three were on the bridge from which the vessel is steered, I think, last November—were called as witnesses. The evidence of the pilot is very material. In examination-in-chief in Court he said:—We passed the Tai Mei light and after going a little way I saw a shadow on the port bow. It was reported by the look-out man who said in Chinese, "There is a shadow in front; look out." I repeated it to the chief officer in

English, "Cross bow, have got something ahead." I was standing on the port side and the chief officer on the starboard side of the bridge. We were only a few feet apart. I was by the side of the helmsman. The chief officer looked curiously. The shadow came nearer and the chief officer blew the whistle long blast. Then he telegraphed down to stop the engines and then to go astern. We first made out it was a junk when I saw the sail. Then the telegraph was set full speed astern. When we made out she was a junk she was 40 or 50 yards off. We could see no lights. I could make out which was the bow and which the stern." He then with models showed the relative positions of the junk and steamer, putting the junk on a course which would take her across the bow of the steamer almost at right angles. He continued to say:—"The junk went on and the steamer stopped. We never went on our course at all. I cannot say whether the junk did. There was not water enough for me to have gone to starboard of the junk and we had not time either. We called out to them not to cross our bows. We got no answer and did not hear them shout. When the collision happened we were going forward very slowly and the engines were going full speed astern." In cross-examination he said:—"When we came in contact the junk turned over on her side and we went on just past her and dropped anchor. With regard to what occurred before the collision, for two, three or four minutes, the shadow drew nearer and nearer and then we stopped. In two minutes more I saw the sail and reversed. The shadow was something on the river. We could not have passed between the junk and Sepoy Island. There was not enough water. The shadow was on our left when we first saw it and on the left of the river. We had passed the Tai Mei light 20 changes (say 30 yards) when we first saw the shadow or dark object. At the time of the collision it was dark." The chief officer did the telegraphing. I did the whistle at his request. Now, taking this evidence as approximately correct (though I think he placed the junk's at too large an angle with that of the steamer) the shadow or dark object on the river was seen say about six minutes before the collision. Now, from a point about 80 yards past the light to the point where the collision occurred the distance was about 600 yards. A steamer going four knots an hour would cover that distance in about four minutes and a half; and, assuming that her engines were stopped for the last two minutes and finally reversed so that she was almost stationary at the moment of collision, six minutes might well be a rough estimate of the time she would take to traverse the 600 yards. It is clear that the steamer's stem struck the junk either on her starboard quarter or more probably on her starboard side, quite close to the stern. This impact, coupled with the action of the tide, was quite sufficient to turn her over on her port side, although the steamer was not damaged in any way. It seems also clear that if those navigating the steamer had stopped the engines immediately the warning "Cross bow, have got something ahead" was given, or had starboarded the helm as soon as the junk was seen, the collision might have been averted. It was stated in evidence that the breadth of the junk was about 13 feet. The steamer was the overtaking vessel and going through the water quite twice as fast as the junk; *prima facie*, it was her duty to keep out of the way. The engines were not reversed till the pilot saw the sail and made out it was a junk, and that, according to his evidence, when the junk was forty or fifty yards off, Yet those navigating the steamer had had the notice, "Cross bow, have got something ahead" some five minutes before reversing, and there was plenty of time, as the steamer was against a two-knot tide, to have completely stopped her before the collision, for the "something ahead" must clearly have been a craft of some kind. My nautical assessor is of opinion that those responsible for the navigation of the steamer were to blame as well as the junk, and I am therefore compelled to hold that both parties are to blame for the collision. Mr. Sharp called my attention to the case of *The Englishman* (reported in 3 Probate Division), where Sir Robert Phillimore decided that where the *HoHo* had not been to blame, the steamer was liable for the damage caused. But in that case it was held that there was no look-out on the steamer and that, therefore, the absence of regulation side-lights on the steamer did not contribute to the collision. The judge expressly held "that the side-lights of the *HoHo* (the steamer) would have been unseen as much as the mast-head light" because there was no look-out. Moreover, in that case the steamer had a white light visible a mile distant at least, and had a flare-up shown, but neither white light nor flare-up was seen." In the present case the absence of proper lights did very materially contribute to the collision. Accordingly I hold both parties to blame, and the result is that the plaintiff will recover half the damages which he can prove to have been caused by the collision, the account to be taken in the usual way. Each party must bear its own costs. It may be well to add that this action was brought before the new Ordinance, No. 39 of 1902, with reference to collisions between junks and ships, came into force, so that it is not necessary in this case to discuss its provisions.

The Court adjourned.

## JOINT STOCK SHARES.

MESSRS. VERNON &amp; SMYTH SAY IN THEIR WEEKLY SHARE REPORT, DATED HONGKONG, 13TH FEBRUARY.—

THE KACEI HOLIDAYS WHICH HAVE INTERFERED WITH OUR LAST REPORT HAVE SERIOUSLY INTERFERED WITH BUSINESS DURING THE PERIOD UNDER REVIEW, AND THERE ARE BUT FEW TRANSACTIONS TO REPORT.

BANKS.—Hongkong and Shanghai have been placed at \$710, and close with some solitors to the rate. London is unchanged at £65.

MARINE INSURANCES.—China Traders have sold at \$67. North China are in request at the improved rate of Ta. 185.

FREE INSURANCES.—Hongkong are in request at \$22. China have been disposed of and there are more shares to be had at \$88.

SHIPPING.—Hongkong, Canton and Macao have been booked at \$86 1/2 ex the dividend of \$12 for the six months ending 31st December for the 9th instant, and more shares can probably be placed. Indo-Chinas have improved to buyers at \$95. China and Manilas are in request at \$20. The sale of this Company's steamer *Diamonds* to a Japanese Corporation is to-day announced. Douglasses are on offer at \$44. Shell Transports are reported sold at \$104.

REFINERIES.—China Sugars have been booked at \$100 and \$101 and continue in request. Luzons are unchanged at \$223 sellers.

MINING.—Punjungs have improved to \$34, even call with buyers. There are no other changes to report.

DOCKS, WHARVES &amp; GODOWNS.—Hongkong and Whampoa Docks are quiet at \$208 with probable sellers. Hongkong &amp; Kowloon Wharves are steady with sellers at \$94. Farahans have declined to Tls. 177; sellers.

LANDS, HOUSES &amp; BUILDINGS.—Hongkong Lands are weak with sellers at \$174. Kowloon Lands are wanted at \$30, and W. &amp; P. Points at \$51. Hongkong Hotels are steady with sales at \$143. Hampshire Estates have been booked at \$113 ex the dividend of 90 cents per share for 1902 paid on the 9th instant.

COTTON MILLS.—There are no changes or business to report.

MISCELLANEOUS.—Green Island Cements are still in request at \$291. Electrics (old) have been booked at \$134 and (new) at \$68. Ropes are wanted at \$110 in the dividend of \$10 per share for 1902 paid on the 9th instant. China Providents have been booked at \$885 and close with sellers at \$9. Watkins can be procured at \$8.

MEMOS.—Hongkong and Shanghai Banking Company ordinary half-yearly meeting to-morrow, the 13th instant. Punjung Mining Co., Ltd., ordinary yearly meeting on the 17th inst. Hongkong and Whampoa Dock Co., Ltd., ordinary yearly meeting on the 23rd instant. Hongkong Fire Insurance Co., Ltd., ordinary yearly meeting on the 2nd March; transfer books close on the 5th March; transfer books close on the 13th instant.

REASSURING NEWS FROM KANSU.

THE TIENTSIN CORRESPONDENT OF THE N.C. DAILY NEWS WRITES:—SOME TIME AGO UNCERTAIN RUMOURS REACHED US THAT WE WERE ALONG THE LINE OF THE REPORTS THAT REACHED THE N.C. D. N. REGARDING THE DISTURBED CONDITIONS IN THE N.W.; BUT MORE RECENTLY RELIABLE INFORMATION HAS BEEN RECEIVED WHICH SEEMS TO INDICATE THAT WHATEVER OF CAUSE THERE MAY HAVE BEEN FOR ANXIETY THEN, IT IS NOW PRACTICALLY PAST, SINCE AS GENERAL TUNG FU HSING'S SOLDIERS ARE DESERTING HIS STANDARD. THE MAIN CAUSE OF ANXIETY IS IN CONNECTION WITH THE MATTER LAY IN THE SUSPICION, OR BELIEF, THAT HE WAS IN LEAGUE WITH UNRESTING FORCES AND RECEIVING FUNDS AND ENCOURAGEMENT FROM THEM. HE IS REPORTEDLY COMMUNICATING TO THE PRESS HIS PROPOSALS FOR A SETTLEMENT BEFORE CONSULTING THE AMBASSADORS OF THE ALLIES.—N.C. D. N.

DEVELOPMENT OF THE Soudan.

LONDON, 29TH JANUARY.

THE JURY HAVING AGAIN DISAGREED AT A SECOND TRIAL, THE SUNDAY SCHOOL TEACHER, GARDNER, ACCUSED OF HAVING MURDERED A SERVANT GIRL AT PEASEHULL, SUFFOLK, HAS BEEN RELEASSED.

MOROCCO AND FRENCH MONEY.

LONDON, 30TH JANUARY.

THE SULTAN'S WORD IS PRACTICALLY THE ONLY PLEDGE RECEIVED IN CONNECTION WITH THE LOAN TO MOROCCO. HE HAD TO GIVE UP A CERTAIN SUM OF MONEY.

GERMAN DIPLOMACY IN CHINA.

LONDON, 28TH JANUARY.

THE KAISER HAS CREATED THE GERMAN MINISTER AT PEKING A BARON.

THE SUFFOLK MURDER.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermand.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Lieber.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## UNION CHURCH.

## ANNUAL MISSIONARY SERVICES.

TO-MORROW (SUNDAY), 15TH FEB.

PREACHERS: 11 A.M. REV. DR. GEO. F. PENTECOST. 6 P.M. REV. C. H. HICKLING.

COLLECTIONS will be made at both Services on behalf of the LONDON MISSIONARY SOCIETY.

Hongkong, 14th February, 1903. [524]

## "SAVOY HOUSE".

3, LOWER CASTLE ROAD.

BOARD and LODGING. Comfortably Furnished Rooms. Quiet and Healthy Locality.

Apply to— A. SPIELER. Hongkong, 14th February, 1903. [519]

## PUBLIC LECTURE.

THE Reverend Dr. PENTECOST, D.D., has kindly consented to deliver a LECTURE on "The Orient, the Anglo-Saxon, and Christianity," at the CITY HALL, on MONDAY, the 16th FEBRUARY, at 9.30 P.M.

The Honorable P. H. MAY, C.M.G., will take the Chair.

The Public are invited to the Lecture.

H. E. POLLOCK.

Hon. Secretary,

Hongkong Odd Volume Society.

Hongkong, 14th February, 1903. [520]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

MONDAY,

the 16th FEBRUARY, 1903, at NOON, at his SALES ROOMS, Duddell Street,

FOR ACCOUNT of the CONCERNED,

One Coil WIRE ROPE, 23 in. (new);

One Lot DOUBLE and SINGLE IRON

BLOCKS;

One Lot CHAIN TACKLE, &c.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 14th February, 1903. [527]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

MONDAY,

the 16th FEBRUARY, 1903, at NOON, at the OPEN YARD COAL STORAGE, of the CHINESE

ENGINEERING COMPANY, Yumati,

1,000 tons of HONDO KIRIGOMI COAL,

in Good Order and Condition, in lots to suit purchasers.

TERMS:—As usual.

HUGHES & ROUGH,

Auctioneers.

Hongkong, 14th February, 1903. [521]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

TUESDAY,

the 17th FEBRUARY, 1903, at 2.30 P.M., at his SALES ROOMS, Queen's Road,

HANDSOME HOUSEHOLD FURNITURE,

TELESCOPE DINING TABLE, BOOK-

CASES, DESKS and CHAIRS;

PICTURES, CARPETS and RUGS;

CROCKERY, GLASS and PLATED

WARE;

ONE RICKSHA and ONE PERAMBULATOR;

&c., &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 14th February, 1903. [526]

## PUBLIC AUCTION.

THE Undersigned have received instructions from Captain G. C. ANDERSON to Sell by Public Auction,

on

FRIDAY,

the 20th FEBRUARY, 1903, at 2.30 P.M., at "EILANDHOO" MOUNT KELLETT, the Peak,

THE WHOLE of HIS

HOUSEHOLD FURNITURE,

Comprising—

ROSEWOOD W'HAT'N'T, TEAK-

WOOD TABLES, O'VERMANTLE,

DOUBLE IRON and BRASS BEDSTEAD,

WASHSTANDS, LAMPS, WRITING

TABLE and BOOKCASE, RATTAN

FURNITURE, GLASSWARE, COOKING

STOVE, PLANTS and PALMS in POTS,

&c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 14th February, 1903. [522]

## THE HONGKONG WEEKLY PRESS

is now ready, and contains—

Leading Articles:—

The Situation in China.

Russia in Manchuria.

Great Britain and the Eastern Question.

Calcutta and the Plague.

Athletics in Education.

Terrorism in Hongkong.

Exciting Incidents in the Harbour.

Wedding at S. John's Cathedral.

Pollard's Lilliputians.

Swatow.

Japan.

Humphreys Estate and Finance Co., Ltd.

Hongkong, Canton and Macao Steamboat Co., Ltd.

Hongkong Rope Manufacturing Co., Ltd.

Hongkong and Whampoa Dock Co., Ltd.

Hongkong Jockey Club Race Meeting.

Crickets.

Royal Hongkong Yacht Club.

Hongkong Rifle Association.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 14th February, 1903.

## NEW ADVERTISEMENTS

## BOARD AND RESIDENCE

Apply to—

9, SELBORNE VILLAS,  
Kennedy Road.  
Hongkong, 14th February, 1903. [525]

FOR SHANGHAI, YOKOHAMA  
AND KOBE.

## THE N.D.L. Steamship

"BAMBERG."

Captain Kirchner, will be despatched for the above ports TO-DAY, the 14th inst., at Noon.

For Freight, apply to

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 13th February, 1903. [518]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above port TOMORROW, the 15th inst., at Noon.

For Freight, apply to

DOUGLAS LAPRAIK & CO.,  
General Managers.

Hongkong, 14th February, 1903. [523]

OCEAN STEAMSHIP COMPANY,  
LIMITED.

## CONSIGNEES

per Company's Steamer

"MACHAON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. in both cases if will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 21st instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 1st instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 13th February, 1903. [510]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns a Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. Ocean.

From Persian Gulf, ex B. I. S. N. and  
B. P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless

instructions are given to the contrary before

2 P.M. To-DAY, 13th inst.

Goods not cleared by the 20th inst., at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, before which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 13th February, 1903. [512]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND  
SINGAPORE.

## THE N.D.L. Steamship

"BAMBERG,"

Captain Kirchner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon To-DAY, 13th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work  
FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.  
Established over 20 years. Importers and  
Exporters. Teakwood Furniture, Black-  
wood, Jewellery, &c., highest grade,  
best and cheapest. 8, Queen's Road  
Central.

## JEWELLERS

MAISON LEVY HERMANOS.  
Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo

## PHOTOGRAPHER

M. MUMBYA, JAPANESE ARTIST.  
Bromide and Croyon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8a, Queen's  
Road Central.

## PRINTING

DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants. Sole Agents for  
Hartmann Ralston's Gasoline Com-  
position Red Head Brand.

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineer  
Tools, Brass and Iron Merchants,  
144, Des Voeux Road.

MORE & SEIMUND,  
43 and 45, Des Voeux Road. Shipchandlers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners Composition ("Grey-  
hound Brand") and Blundell  
Spence & Co.'s Composition.

## WATCHMAKERS

DROZ & CO.,  
14, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts at moderate rates.

## NOTICE OF REMOVAL

WANG HING,  
JEWELLER,  
has REMOVED in the 11th FEBRUARY to  
No. 14, QUEEN'S ROAD CENTRAL  
(opposite Messrs. KELLY & WALSH).  
Hongkong, 9th February, 1903.

THE TANJONG PAGAR DOCK  
COMPANY, LIMITED,  
SINGAPORE.

## TO CONTRACTORS.

THE TANJONG PAGAR DOCK COMPANY,  
LIMITED, Singapore, is prepared to  
receive TENDERS for the Construction or  
Completion of a NEW GRAVING DOCK at  
Keppel Harbour in Singapore, of the following  
dimensions, viz. —

Length ..... 400 feet.  
Width at entrance, at sill level ..... 56  
Depth on sill below H.W.O.S.T. ..... 20  
as shown in the Drawings and described in  
the Specification.

Specification and Plans of the proposed  
Dock may be seen at the Offices of the Com-  
pany in Singapore.

The Company does not bind itself to accept  
the lowest or any Tender.

Tenders shall be for a cost payable in  
Singapore, in Singapore currency.

Sealed Tenders addressed to the under-  
signed, will be received up to the 23rd day of  
February, 1903.

By Order of the Directors,  
W. G. NIVEN,  
Secretary.

The Tanjong Pagar Dock  
Company, Limited,  
Singapore, 21st November, 1902.

[328]

CARBOLINEUM-AVENARIUS  
USED FOR OVER 25 YEARS.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

IN CLARS OF ABOUT  
450 LBS. NET.

TRADE MARK  
CARBOLINEUM AVENARIUS

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k.*, nearest Hongkong *h.*, midway between Hongkong and Kowloon *m.*, and those vessels berthed at the Kowloon Wharf *kw.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

## INATION

## VESSEL'S NAME

## FLAG &amp; REG.

## BERTH

## CAPTAIN

## FOR FREIGHT APPLY TO

## TO BE DESPATCHED

LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	PROMETHEUS	Brit. str.	—		BUTTERFIELD & SWINE	On 17th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	W. Hayward	P. & O. S. N. Co.	On 18th inst., at Noon.
LONDON & ANTWERP, VIA GENOA	GLENGYLE	Brit. str.	—	T. Darke, R.N.R.	MCBEGON BROS. & GOW	On 25th inst.
LONDON	DIOME	Brit. str.	—		BUTTERFIELD & SWINE	On 3rd March.
LONDON	MACHAON	Brit. str.	—		BUTTERFIELD & SWINE	On 17th March.
LONDON	GLAUCUS	Brit. str.	—		BUTTERFIELD & SWINE	On 31st March.
LONDON	PINGUEY	Brit. str.	—		BUTTERFIELD & SWINE	On 14th April.
LONDON	DARDANUS	Brit. str.	—		BUTTERFIELD & SWINE	On 21st inst.
LIVERPOOL	KINTUCK	Brit. str.	—		BUTTERFIELD & SWINE	On 20th March.
MAISSEUILLES, LONDON & ANTWERP & S'PORE, &c.	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
MAISSEUILLES, &c., VIA PORTS OF CALL	OCEANIEN	Fren. str.	—	Guigues	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.
MAISSEUILLES, &c., ANTWERP	PYRHUS	Brit. str.	2 m.	P. Grisch	BUTTERFIELD & SWINE	On 28th inst.
BREMEN, VIA PORTS OF CALL	STUTTGART	Ger. str.	—	v. Dünzer	MELCHERS & CO.	On 18th inst., at Noon.
HAVRE, BREMEN & HAMBURG	WCRZUBU	Ger. str.	—		HAMBURG-AMERIKA LINIE	On 15th inst.
HAVRE & HAMBURG	C. FRED. LAEISZ	Ger. str.	—		HAMBURG-AMERIKA LINIE	On 26th inst.
HAMBURG	ANDALUSIA	Ger. str.	—	von Doehren	HAMBURG-AMERIKA LINIE	On 10th March.
HAMBURG	KONIGSBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 24th March.
HAMBURG	SAMIA	Ans. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 21st April.
KOREA	ACHILL'S	Brit. str.	—	Pernitz	MELCHERS & CO.	On or about 24th inst.
AUSTRIA	ANNA	Ans. str.	—	Coll-dani	SANDER, WIELER & CO.	On 17th inst., p.m.
GIBRALTAR	SHIMOSA	Brit. str.	—	D. Morris	SHewan, TOME & CO.	On 19th inst.
ARAB	TANZAR	Dan. str.	2 m.	Gow	DODWELL & CO. LTD.	About 28th inst.
YANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.		ARNHOLD, KARBERG & CO.	On 17th inst., at Noon.
YANCOUVER, VIA SHANGHAI, &c.	ACHILL'S	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 25th inst.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	EMPEROR	Ans. str.	—		CANADIAN PACIFIC R. CO.	On 11th March, at Noon.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	NIPPON	Ans. str.	—		BUTTERFIELD & SWINE	On 21st inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	DAIJIN MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
PORTLAND, OREGON	SHIMOSA	Brit. str.	—	W. M. Smith	DODWELL & CO. LTD.	On 25th inst.
AUSTRALIAN PORTS	INDRAJUGA	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	On 28th inst.
AUSTRALIAN PORTS	TSUNAN	Brit. str.	—		BUTTERFIELD & SWINE	On 16th inst.
YOKOHAMA & KOBE	KASUGA MARU	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
YOKOHAMA, VIA SHANGHAI, NAGASAKI, &c.	EMPEROR	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 5th March, at Noon.
MOJI, KOBE & YOKOHAMA	SHIMOSA	Brit. str.	—		SANDER, WIELER & CO.	On 17th inst., P.M.
KOBE	PEBLA	Brit. str.	2 m.	E. G. Andrews	P. & O. S. N. CO.	On or about 22nd inst.
KOBE & YOKOHAMA	INABA MARU	Brit. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Brit. str.	—	J. McGinty	SHewan, TOME & CO.	To-day, at 4 P.M.
TIENTIN	NANCHANG	Brit. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
SHANGHAI	WOOING	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	BAMBERG	Ger. str.	—		BUTTERFIELD & SWINE	On 20th inst.
SHANGHAI	PAICING	Brit. str.	2 m.	Kirchner	HAMBURG-AMERIKA LINIE	To-day, at Noon.
TAMSU, VIA SWATOW & AMOY	VALETTA	Brit. str.	—		BUTTERFIELD & SWINE	On 17th inst.
ANTING, VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	W. B. Palmer, R.N.R.	P. & O. S. N. CO.	About 28th inst.
SWATOW	MAIDZURO MARU	Jap. str.	1 m.	T. Ogata	OSAKA SHOSEN KAISHA	To-morrow.
EBU & ILOILO	THALES	Brit. str.	2 h.	R. Saito	OSAKA SHOSEN KAISHA	On 18th inst.
MANILA, &c.	KAIFONG	Brit. str.	2 m.	Robson	DOUGLAS LAPPACK & CO.	To-morrow, at Daylight.
MANILA, &c.	ROHILIA MARU	Jap. str.	2 m.	E. P. Bishop	BUTTERFIELD & SWINE	To-day.
MANILA DIRECT	TSINAN	Brit. str.	2 m.	R. Rodger	TOYO KISEI KAISHA	To-day, at Noon.
MANILA DIRECT	ZAILO	Brit. str.	2 m.	R. W. Almond	BUTTERFIELD & SWINE	On 16th inst.
BOMBAY, VIA SINGAPORE & PENANG	RUBI	Brit. str.	2 m.	W. B. Alldis	SHewan, TOME & CO.	On 20th inst., at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	CAPRI	Ind. str.	2 m.	K. Koci	CARLOWITZ & CO.	To-day, at Noon.
	KAGOSHIMA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 24th inst., at Noon.

## SHIPPING.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

ARRIVALS.

Feb. 12. DEUTEROS, German steamer, 1,000, F. Fishin, Saigon 7th Feb., Rice.—SHEMSEN

Feb. 13. AILSA CRAIG, British str., 2,166, A. D. Mcdon, Kitchinot 8th Feb., Coal.—MITSU BUNSA KAISHA.

Feb. 13. ANNA, Norwegian str., Olsen, Heide 6th Feb., Wheat.—MELCHERS & CO.

Feb. 13. BAYLIE, German str., 2,650, H. Kuehne, Bremen 15th Dec., General.—HAMBURG-AMERIKA LINIE.

Captain C. D. Bennett, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 14th February, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Feb. 13. HANSON, British str., 1,533, Sawyer, Saigon 2nd Feb., Suez.—JARDINE, MATTHESON & CO.

Feb. 13. HONGKONG, French str., 750, J. Pauier, Haiphong and Hoihoi 12th Feb., General, General & 19th.—A. R. MARTY.

Feb. 13. HONGKONG, British str., 2,555, W. Dawson, Straits 6th Feb., General.—CHINESE.

Feb. 13. LENNOX, British str., 2,362, Wain, New York 11th Dec., Kerosene.—DODWELL & CO. LTD.

Feb. 13. MACHAON, British str., 4,276, G. W. Long, Singapore 7th Feb., General.—BUTTERFIELD & SWINE.

Feb. 13. PROSPER, Norwegian steamer, 889, J. Kristiansen, Amoy 11th Feb., Ballast.—NEDERLANDSCH CONSUL.

Feb. 13. FAICHONG, German steamer, 828, E. Wieland, Saigon 8th February, Rice.—MEYER & CO.

Feb. 13. TRITOS, German str., 1,030, Clausen, Saigon 6th Feb., Rice.—STEINS & CO.

Feb. 13. THALES, British str., 820, A. J. Robson, Swatow 12th Feb., General.—DOUGLAS LAPPACK & CO.

Feb. 13. TIGER, German gunboat, from Canton.

Feb. 13. TSINGTAO, German str., 1,004, O. Koch, Bangkok 4th Feb., Rice.—BUTTERFIELD & SWINE.

Feb. 13. WURZBURG, German str., 5,085, F. von Bahr, Shanghai 10th Feb., General.—HAMBURG-AMERIKA LINIE.

Feb. 13. YUCHOW, British str., from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

Feb. 13. CHEDUA, British str., for Saigon.

Feb. 13. HECKING, British str., for Swatow.

Feb. 13. KAMAKURA MARU, Japanese str., for Kobe.

Feb. 13. LOUNGSAN, British str., for Amoy.

Feb. 13. OATUA, British steamer, for Singapore.

Feb. 13. PHEONIX, British str., for Manila.

Feb. 13. THEMIS, Norwegian str., for Shanghai.

DEPARTURES.

Feb. 13. CHEDUA, British str., for Saigon.

Feb. 13. HECKING, British str., for Coast Ports.

Feb. 13. KAMAKURA MARU, Japanese str., for Kobe.

Feb. 13. LOUNGSAN, British str., for Canton.

Feb. 13. OATUA, British steamer, for Singapore.

Feb. 13. PHEONIX, British str., for Manila.

Feb. 13. THEMIS, Norwegian str., for Shanghai.

VESSELS IN DOCK.

Feb. 13. CHEDUA, British str., for Saigon.

Feb. 13. HECKING, British str., for N.W. wind, smooth sea and clear weather. Vessel in Swatow.

The German steamer *Taichung*, from Saigon 8th Feb., had strong N.E. breeze coming out, and later fine weather with easterly breeze; coming in port strong northerly breeze.

SHIPPING REPORTS.

The British steamer *Thales*, from Swatow 12th Feb., had light N.E. wind, smooth sea and clear weather. Vessel in Swatow.

The German steamer *Taichung*, from Saigon 8th Feb., had strong N.E. breeze coming out, and later fine weather with easterly breeze; coming in port strong northerly breeze.

6

6

6

OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th February.
GLASGOW and LIVERPOOL	"NESTOR"	On 20th February.
GLASGOW and LIVERPOOL	"KINTUCK"	On 25th February.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 6th March.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 11th March.
GLASGOW and LIVERPOOL	"OANFA"	On 21st March.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"PROMETHEUS"	On 17th February.
LONDON VIA GENOA	"DIOMED"	On 3rd March.
LONDON	"MACHAON"	On 17th March.
LONDON	"GLAUCUS"	On 31st March.
LONDON	"PINGSUEY"	On 1st April.

## LIVERPOOL BERTH.

LIVERPOOL	"DAEDALUS"	On 21st February.
LIVERPOOL	"KINTUCK"	On 20th March.

## CONTINENTAL BERTH.

MARSEILLES and ANTWERP	"PYRMUS"	On 28th February.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"ACHILLES"	On 21st February.

The S.S. "MACHAON" has arrived, and leaves for Shanghai to-day.  
The S.S. "PROMETHEUS" left Shanghai on the 13th inst. a.m., and is due here on the 16th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th February, 1903.

10.12

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 14th February.
CEBU and ILOILO	"KAIFONG"	On 14th February.
MANILA	"TSINAN"	On 16th February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 16th February.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

§ See Special Advertisement.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th February, 1903.

11

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOJI, KOBE PORTLAND, OREGON  
AND YOKOHAMA FOR

OPERATING IN  
CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP  
TONS. CAPTAIN TO SAIL ON

"INDRAPIURA" 4,893 A. E. Hollingsworth February 28, 1903

"INDRASAMHA" 5,197 R. P. Craven March 16, 1903

"INDRAVELI" 4,899 W. E. Craven April 16, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th February, 1903.

14

TOYO KISEN KAISHA  
MANILA  
LINE.



REGULAR SERVICE  
BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.

Large and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship Captain Tons Sailing Date.

ROHILLA MARU E. P. Bishop 3,863 Saturday, 14th February, at Noon.

ROSETTA MARU N. Tate 3,876 Thursday, 19th February, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 12th February, 1903.

K. NAKASHIMA, Manager.

148

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE  
THE Company's Steamship

"NIPPON,"

Captain Klauberger, will leave for the above

places on TUESDAY, the 17th inst., P.M.

For Freight or Passage, apply to

SANDER WIELER & CO.,  
Agents.

Princes' Building.

Hongkong, 10th February, 1903.

"GLEN" LINE OF STEAMSHIPS

FOR LONDON AND ANTWERP,  
VIA GENOA.

THE Steamship

"GLENGYLE,"

Captain T. Darke, R.N., will be despatched as above on WEDNESDAY, the 25th inst.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Hongkong, 5th February, 1903.

143

1221

1

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

Fiume and Trieste DIRECT,

Calling at SINGAPORE, PENANG, RAN-

GOON, COLOMBO, BOMBAY, ADEN,

SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS,

to SOUTH AFRICA, PERSIAN GULF, RED

SEA, BLACK SEA, LEVANT, VENICE and

ADRIATIC PORTS).

THE Steamship

"AUSTRIA,"

Captain Colledani, will be despatched as above

on TUESDAY, the 17th February, P.M.

The Steamer has capital accommodation for Passengers. Electric Light, and carries a Doctor.

For information as to Passage and Freight,

apply to

DODWELL & CO., LTD.,

Agents.

Princes' Buildings.

Hongkong, 5th February, 1903.

1221

8

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

## POST OFFICE NOTICES.

The Korea, with the American Mail, left Yokohama on Sunday, the 8th inst., at daylight, and may be expected here to-morrow.

## MAILS WILL CLOSE.

FOR	PER	DATE
Portuguese		Saturday, 14th, 7.30 A.M.
Frithjof		Saturday, 14th, 9.00 A.M.
Mackay		Saturday, 14th, 10.00 A.M.
Hamberg		Saturday, 14th, 10.00 A.M.
Rohilla Maru		Saturday, 14th, 10.00 A.M.
Woosung		Saturday, 14th, 10.00 A.M.
Capri		Saturday, 14th, 10.00 A.M.
Kaifong		Saturday, 14th, 10.00 A.M.
Europe, &c., India via Tunicorin		Saturday, 14th, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
Supplementary mail on board up to the time fixed for departure of the mail		
Extra Postage 10 cents)		

Macau		Printed matter and samples
Kobe		10.00 A.M.
Singapore		Registration, 10.00 A.M.
Wurzburg		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Thales		Letters, 11.00 A.M.
Ton Shing		Saturday, 14th, 1.15 P.M.
Daijin Maru		Saturday, 14th, 3.00 P.M.
Taikong		Saturday, 14th, 5.00 P.M.
Hong		Saturday, 14th, 5.00 P.M.
Tsao Shing		Sunday, 15th, 9.00 A.M.
Manila		Sunday, 15th, 9.00 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne		Sunday, 15th, 9.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO		Monday, 16th, 3.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		

Straits and Rangoon		Tuesday, 17th,
Changhai		Printed matter and samples
Europe, &c., India via Tunicorin		10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.00 A.M.
Austria		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Putting		Letters, 11.00 A.M.

Stuttgart		Wednesday, 18th,
America Maru		Printed Matter and samples
		10.00 A.M.
		Registration, 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Letters, 11.00 A.M.

TO-DAY.		The P. & O. steamer <i>Nankeen</i> left Singapore for this port on the 11th inst., at 1 p.m.
		Ordinary Half yearly Meeting of Hongkong & Shanghai Banking Corporation, City Hall, noon.
		Hongkong Races, off day.
		Pollard's Lilliputian Opera Co., Theatre Royal, 9 p.m.

COMMERCIAL.		CLOSING QUOTATIONS.
		13th February.
ON LONDON.		Telegraphic Transfer, 1.67
		Bank Bills, on demand, 1.67
		Bank Bills, at 30 days' sight, 1.67
		Bank Bills, at 4 months' sight, 1.70
		Letters, at 4 months' sight, 1.70
		Documentary Bills, 4 months' sight, 1.70
ON PARIS.		Bank Bills, on demand, 1.69
		Letters, at 4 months' sight, 2.03
ON GERMANY.		Bank Bills, on demand, 1.69
ON NEW YORK.		Bank Bills, on demand, 3.81
		(Div., 60 days' sight, 3.9)
ON HAMBURG.		Bank, on demand, 1.69
ON CALCUTTA.		Telegraphic Transfer, 1.16
		Bank, on demand, 1.16
ON SHANGHAI.		Bank, at sight, 1.25
		Private, 30 days' sight, 1.25
ON YOKOHAMA.		On demand, 1.70
ON MANILA.		On demand, 1.69
ON SINGAPORE.		Telegraphic Transfer, 1.16
		Bank, on demand, 1.16
ON BATAVIA.		On demand, 1.69
ON HANOI.		On demand, 1.69
ON SAIGON.		On demand, 1.69
ON BANGKOK.		On demand, 1.69
		Letters, 1.69
		TELEGRAMS, Bank's Banking Rate, \$12.72
		1/4 LEAF, 100 lbs., per ton, \$66.85
		R SILVER, 99.99, 24
		OPTICAL.

12th February.		Quotations are as follows, net to 1 cent.
		Malva New, \$8.90 to per picul
		Malva Old, \$10.30 to \$10.60
		Malva Older, \$10.70 to \$11.00
		Malva V. Old, \$11.00 to \$11.30
		Person fine quality, 7.00 to —
		Person extra fine, — to —
		Patna New, \$10.45 to per chest
		Patna Old, — to —
		Patna New, \$10.12 to —
		Patna Old, — to —

VESSELS EXPECTED.		12th February.
THE GERMAN MAIL.		The Imperial German mail steamer <i>Stuttgart</i> left Kobe via Nagasaki and Shanghai on the 8th inst., p.m., and may be expected here on the 17th inst.
		The Imperial German mail steamer <i>Hamburg</i> left Colombo on the 8th inst., p.m., and may be expected here on the 20th inst.
THE INDIAN MAIL.		The Indo-China steamer <i>Nausang</i> , from Cuttack and the Straits, left Singapore for this port on the 10th inst., p.m.
THE AMERICAN MAIL.		The P.M. steamer <i>Korea</i> left Yokohama for this port via Island Sea, &c., on the 8th inst.
		The T.K.K. steamer <i>Hongkong Maru</i> left San Francisco on the 8th inst. for this port, via ports of call.
THE CANADIAN MAIL.		The C.P.R. steamer <i>Empress of Japan</i> arrived at Kobe at 9 a.m. on the 12th inst., and left again at 3 p.m. same day, via Nagasaki, for Shanghai, where she is due to arrive at 3 p.m. to-morrow.
MERCHANT STEAMERS.		The N.Y.K. steamer <i>Iyo Maru</i> (American Line) left Shanghai for this port on the 12th inst., and is expected here to-morrow.
		The O.S.S. steamer <i>Prometheus</i> left Singapore yesterday morning, and is due here on the 16th inst.
		The A.L. steamer <i>Nippon</i> left Singapore for this port on the 8th inst.
		The A.L. steamer <i>America</i> left Moji for this port on the 11th inst., a.m.
		The "Ben" Line steamer <i>Benlavers</i> from Antwerp and London, left Singapore on the 8th inst., p.m., and may be expected here on the 17th inst.
		The German steamer <i>Sandakan</i> left Sandakan on the 11th inst., p.m., and may be expected here on the 17th inst.
		The P. & A. steamer <i>Indrapuri</i> arrived at Yokohama on the 5th inst., a.m., and may be expected here on the 18th inst.

POST OFFICE NOTICES.		12th February.
		The Korea, with the American Mail, left Yokohama on Sunday, the 8th inst., at daylight, and may be expected here to-morrow.
MAILS WILL CLOSE.		
VOR	PER	DATE
Portuguese		Saturday, 14th, 7.30 A.M.
Frithjof		Saturday, 14th, 9.00 A.M.
Mackay		Saturday, 14th, 10.00 A.M.
Hamberg		Saturday, 14th, 10.00 A.M.
Rohilla Maru		Saturday, 14th, 10.00 A.M.
Woosung		Saturday, 14th, 10.00 A.M.
Capri		Saturday, 14th, 10.00 A.M.
Kaifong		Saturday, 14th, 10.00 A.M.
		Printed matter and samples
		10.00 A.M.
		Registration, 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Letters, 11.00 A.M.
		Two, 11.00 A.M.
		International, 11.00 A.M.
		Laos Kung Mow, 11.00 A.M.
		Soyches, 11.00 A.M.
		Dairy Farm, 11.00 A.M.
		Green Island Cement, 11.00 A.M.
		Green Island Cement, 11.00 A.M.
		Longkong & Co., 11.00 A.M.
		Longkong Electric, 11.00 A.M.
		H. H. L. Tramways, 11.00 A.M.
		UK Steam. Water., 11.00 A.M.
		Port Co. Ltd., 11.00 A.M.
		Hongkong Hotel, 11.00 A.M.
		Hongkong Acco., 11.00 A.M.
		H. & A. Wharf & Co., 11.00 A.M.
		Hongkong Hope, 11.00 A.M.
		H. & W. Dicks, 11.00 A.M.
		Insurance, 11.00 A.M.
		Central, 11.00 A.M.
		China Fire, 11.00 A.M.
		China Traders, 11.00 A.M.
		Hongkong Fire, 11.00 A.M.
		North China, 11.00 A.M.
		Union, 11.00 A.M.
		Angtang, 11.00 A.M.
		and Building, 11.00 A.M.
		Hongkong Land Inv., 11.00 A.M.
		Hongkong Estate, 11.00 A.M.
		Kowloon Land & B. West Point Building, 11.00 A.M.
		Green Island Cement, 11.00 A.M.
		Hongkong Electric, 11.00 A.M.
		Hongkong Electric, 11.00 A.M.
		Hongkong Electric